

**CONFIDENTIAL**CLASSIFICATION ~~SECRET~~-CONTROL/US OFFCOUNTRY Soviet Zone of Germany REPORTTOPIC Finow Airfield

50X1-HUM

EVALUATION                      PLACE OBTAINED                      50X1-HUMDATE OF CONTENT                     DATE OBTAINED                      PREPARED 22 June 1950REFERENCES                     PAGES 5 ENCLOSURES (NO. & TYPE)                     REMARKS                     

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1. About 50 fighters of two types, 7 swept-back wing jet aircraft, and 4 biplanes were seen at the Finow (N 53/V 08) airfield on 27 March 1950. (1) The following motor vehicles entered and left the field:

passenger car  
truck  
command car  
command car occupied by  
flying personnel  
truck. (2)

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2. Besides the mentioned fighters, 13 jet fighters were seen at the field on 28 and 29 March 1950. The following motor vehicles were observed:

ambulance near the Finow  
hospital  
passenger car at the field  
} trucks at the field  
} truck leaving the field  
truck near the Finow can-  
tonment  
truck in the cantonment  
north of the field  
tank truck, parking behind  
a jet plane  
tank truck leaving the  
field. (2)

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3. There was little flying on any of the three days of observation.
4. A new radio station, consisting of a [redacted] radio truck with a mast about five meters high on top and a wooden cabin with four braced masts around it at a distance of about 30 meters from the truck, was set up near the Finowfurt (N 53/Z 98) estate. The fenced-in cabin and masts were in the same location as a former radar set.

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5. From 35 to 40 single-engine low-wing monoplanes, 12 to 15 biplanes, and 26 jet aircraft were parked on the landing field and on the northeastern edge of the airfield on 7 April 1950. (1) All planes could not be counted as there was much flying with all aircraft types. Among the jet aircraft were swept-back wing planes with rudder assembly lateral to the rear and planes with air exhaust in the form of a step under the fuselage. Only biplanes made night flights. The following motor vehicles were seen at the field:

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passenger cars  
ambulance  
fire truck

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trucks

(2)

6. The field was guarded by many sentries and a motorized patrol. The runway was from 80 to 100 meters wide and about 2,500 meters long. It begins in the eastern section of the field, 120 meters from Biesenthalerstrasse and, after about 100 meters, branches off into a concrete taxiway running along the northern edge of the field. (3) A stationary radio station was in a clearing about 100 meters east of Biesenthalerstrasse in the extension of the runway. (4) The radio installation had two wooden cabins, each about 3x3 meters, and two masts, each with a steel double ring on top. It was not noticed that the steel rings rotated. Two radio trucks, one with three whip antennas on top, were parked on the eastern edge of the field.

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7. A Finow camp on Biesenthalerstrasse was occupied by Soviet Air Force troops. A fuel dump of three tanks, each 15 meters in diameter and about 15 meters high, was east of the camp which was fenced-in and surrounded by watch-towers with searchlights. A railroad spur track led to the camp. [redacted] trucks [redacted] loaded with gasoline drums, were seen at the camp. (5) 50X1-HUM
8. Twenty-two jet aircraft made local flights between 9 and 10 a.m. on 12 April 1950. Sixteen jet planes took off at short intervals after 10 a.m., formed flights of four heading southwest and landed individually about 20 minutes later. The same practice was repeated. Jet planes made local flights and conventional fighters did acrobatics in the afternoon. 50X1-HUM
9. There was local flying in the morning of 13 April 1950 at an altitude of about 2,500 meters and 3/10 cloudy sky. Seventy-two landings of jet planes were counted between 8:50 and 11 a.m. Flying stopped in the afternoon because of continued rain. At that time the following aircraft were seen on the northern edge of the field from east to west: 32 jet aircraft, 11 biplanes, 1 large transport and 54 single-engine low-wing monoplanes.
10. Fifteen individual jet planes took off from the field at 8:15 a.m. on 14 April 1950 in a 5/10 base of cloud at an altitude of about 3,000 meters. The planes formed five flights and practiced formation flying over the field for about 45 minutes at an altitude of about 2,000 meters. They landed individually at intervals of 30 seconds. Local flights with jet aircraft were then made. The swept-back wing jet planes had a silver paint, red air intake and air exhaust apertures, a vertical strut in the air intake [redacted] 50X1-HUM  
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11. About 60 fighters with in-line engine and 48 swept-back wing jet fighters were parked on the landing field on 14 April 1950. (1) The field was strictly guarded by sentries and patrols. [redacted] 50X1-HUM

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12. From 40 to 50 jet planes, about 20 single-engine low-wing monoplanes and 3 biplanes were parked on the eastern and northern edges of the field between 2 and 6 p.m. on 22 April 1950. (1) As the planes on the northern edge of the field were badly arranged they could not be counted. There was no flying in rainy weather.
13. Wooden markers, each about 1x1x1 meter, were set up on both sides of the runway. Fourteen markers opposite each other were counted. (3) For the first time it was noticed that an officer with blue-bordered, golden epaulets had a stripe on the collar and cuff.
14. There was no flying between 7 and 11 a.m. on 24 April 1950 in good visibility and an 800-meter base of cloud. The aircraft occupation was the same as on 22 April 1950. The telephone masts along the Finow-Biesenthal road in line with the field were moved farther to the east.

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- (1) Comment. [redacted] the Finow airfield was occupied by conventional fighters (Yak-3s or Yak-9s) and jet planes. A maximum of 48 jet planes was observed on 14 April 1950. [redacted] two fighter regiments are assumed to be stationed in Finow. It is presumed that both regiments were only partially re-equipped with jet-planes. The field is occupied by a total of about 50 jet planes, 60 conventional fighters and 15 to 20 trainers.
- (2) Comment. [redacted] confirm the occupation by fighter regiments of the III Ftr Corps.
- (3) Comment. The information on the runway and taxiway agrees with [redacted] observations [redacted]. The markers on both sides of the runway were confirmed [redacted].

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- (4)  ~~Comment~~. This is the first information on the presence of a radio installation in the extension of the runway. According to the description it is possibly a landing beacon.

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- (5)  ~~Comment~~. The air force depot on Biesen-thalerstrasse has been confirmed. The purpose of the depot is not known.

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